



Aviation Investigation Final Report

Location:	W. COLUMBIA, South Carolina	Accident Number:	MIA00LA077
Date & Time:	January 28, 2000, 00:02 Local	Registration:	N42Y
Aircraft:	Piper PA-32RT-300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

A NOTAM in effect at the time of the accident indicated, '[runway] 11/29 18 IN SNBNK', and 'all twy [taxiway] edge lgts [lights] obscd [obscured] by snbnks [snowbanks]'. The NOTAM did not indicate that the usable width of the runway was reduced. The pilot stated that after landing on runway 11 while exiting the runway at high speed taxiway 'C', the left main landing gear collided with an approximate 18-inch-high berm of ice. He taxied to the ramp then noted damage to the airplane. Examination of runway 11/29 by an FAA inspector revealed an 18-inch high 3 foot-wide ice berm on either side of the runway with the inner edge of the ice berm located approximately 6-8 feet inward from each runway edge. The ice berm had an opening for taxiway 'C'. The nosewheel was determined to be approximately 3 feet to the left of the lead off line from the runway onto the taxiway, at the time of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadequate wording of the NOTAM for failure to identify that the usable width of the runway was reduced and the inadequate snow removal by airport personnel for failure to remove the snow from the runway resulting in the on-ground collision with a snow bank.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) NOTAMS - INADEQUATE - AIRPORT PERSONNEL
2. TERRAIN CONDITION - SNOWBANK
3. (C) AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL

Factual Information

On January 28, 2000, about 0002 eastern standard time, a Piper PA-32RT-300, N42Y, registered to NES Enterprises, LLC., leased to and operated by Corporate Air Fleet, Inc., collided with a snow bank while taxiing from landing at the Columbia Metropolitan Airport, W. Columbia, South Carolina. Visual meteorological conditions prevailed at the time and an instrument flight rules (IFR) flight plan was filed for the 14 CFR Part 135 non-scheduled, domestic, cargo flight. The airplane was substantially damaged and the commercial-rated pilot, the sole occupant, was not injured. The flight originated about 2320, from the Charlotte/Douglas International Airport, Charlotte, North Carolina.

The pilot stated that he landed on the numbers of runway 11 and applied moderate braking to exit off the runway onto high speed taxiway "C." While exiting onto taxiway "C" at approximately 50-60 knots, the left main landing gear collided with an approximate 18-inch-high berm of ice. The pilot continued to taxi to the ramp and after exiting the airplane, noted damage to the left main landing gear and wing.

Examination of runway 11/29 by FAA personnel revealed an ice berm approximately 3 feet wide and 18-24 inches high, on either side of the runway with the inner edge of the berm, approximately 6-8 feet inward from each runway edge. The ice berm had an opening for taxiway "C", and damage to the berm that was on the runway near Taxiway "C" was noted. The nosewheel was determined to be approximately 3 feet to the left of the lead off line from the runway onto the taxiway, At the time of impact.

Review of the Notice to Airman (NOTAM) information in effect for the accident airport at the time of the accident revealed a NOTAM which indicates, "[runway] 11/29 18 IN SNBNK", and "all twy [taxiway] edge lgts [lights] obscd [obscured] by snbnks [snowbanks]." A letter dated January 25, 2000, from the Columbia Metropolitan Airport to the Anderson Automated Flight Service Station indicates in part, "Caution snow berms 18 inches high adjacent to all taxiways and runways." Another letter from the airport to the Anderson Automated Flight Service Station on January 26, 2000, indicates in part, "Runways 5/23 and 11/29 are open with snow berms 18 inches high on runway edges." The NOTAM and letter from the airport pertaining to the 18-inch high snow berm did not identify that the usable width of the runway was reduced.

Review of the airport emergency plan revealed, "The Airport will promptly remove or control, as completely as practical, any snow, ice, and slush on certain paved portions of each movement area."

Pilot Information

Certificate:	Commercial	Age:	26,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 24, 1999
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1915 hours (Total, all aircraft), 160 hours (Total, this make and model), 1800 hours (Pilot In Command, all aircraft), 285 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N42Y
Model/Series:	PA-32RT-300 PA-32RT-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-7885239
Landing Gear Type:	Retractable - Tricycle	Seats:	0
Date/Type of Last Inspection:	January 26, 2000 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3551 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	IO-540-K1G5D
Registered Owner:	NES ENTERPRISES OF NC, LLC	Rated Power:	300 Horsepower
Operator:	CORPORATE AIR FLEET, INC.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	CAE ,236 ft msl	Distance from Accident Site:	
Observation Time:	23:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-3°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHARLOTTE (CLT)	Type of Flight Plan Filed:	IFR
Destination:	(CAE)	Type of Clearance:	IFR
Departure Time:	23:20 Local	Type of Airspace:	Class C

Airport Information

Airport:	COLUMBIA METROPOLITAN CAE	Runway Surface Type:	Asphalt
Airport Elevation:	236 ft msl	Runway Surface Condition:	Snow
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	8602 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.939022,-81.149673(est)

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons: WAYNE F ROBINSON; W. COLUMBIA , SC

Original Publish Date: March 2, 2001

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=48560>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).